

General Heads.	Names of Witnesses and Page of Evidence.
VALENTIA is well fitted for Steam and other Packets, - -	Franklin, - - 27.
— is not so good a Harbour as Beer Haven, - -	Bowles, - - 60. 61.
— Railway from, to Dublin, might be made nearly } direct, - - - - - }	Cubitt, - - 19.
— to be made a good Harbour, would require but little } Expense, - - - - - }	Evans, - - 78.
— Cost of a Railway from Dublin to, would be about } Three Millions; and probable Advantages of, - }	Burgoyne, - - 5. 6. 7. Bald, - - 22.
VESSELS from North American Colonies would not make for } a Western Port of Ireland, - - - - - }	Bowles, - - 60.
— cannot beat up against a North-west Gale on the } Coast of America, - - - - - }	Milne, - - 65.
VIGNOLES, Mr. CHARLES, Evidence of, - - - - -	- - - - 41 to 48.

W.

WAGES of LABOUR, Price of, in Ireland, enables Public } Works to be executed cheaper than in England, - }	Cubitt, - - 16.
— on Canals in Ireland increased, and Reasons for, -	Cubitt, - - 16.
WAR, in case of, Troops should be embarked from a Port as } far as possible from the Channel, - - - - - }	Haynes, - - 53.
— — System of Transports should be improved, -	Haynes, - - 53.
— — a Port on the Western Coast of Ireland would } be advantageous for Expeditions to start from, - }	Haynes, - - 56.
WELLINGTON, the Most Noble the Duke of, Evidence of, -	- - - - 10 to 13.
WESTERN COAST of IRELAND is tremendous in blowing } Weather, - - - - - }	Plumridge, - - 62.
— general State of Wind on, - - - - -	Plumridge, - - 62.
<i>(See South-western Ports—Distances of Ports from each other —Harbours.)</i>	
WESTERN PORTS of IRELAND, seaward, are Beer Haven, Black- } sod, Valentia, and the Shannon, - - - - - }	Bald, - - 38.
<i>(See Paper.)</i>	
— Advantages of sailing from, to North American } Colonies, with Letters and Passengers, - - }	Burgoyne, - - 9. 10. Evans, - - 77. 78.
— Advantages of, in a West Wind, - - - - -	Franklin, - - 27. 28.
— Advantages of, as Depôts for Military Stores, -	Burgoyne, - - 4. 5.
— probable Advantages of, for Communication with } North American Colonies, - - - - - }	Ld. Aylmer, - - 50.
— as to Adaptation of, for the Embarkation of Troops } and Stores in case of War, - - - - - }	Burgoyne, - - 10. D. of Wellington, 10. 11.
— would be advantageous for Relief Troops to the } West Indies to embark at, - - - - - }	D. of Wellington, 11. 12. Visc. Beresford, 13. 14.
— are more favourable for Communication with North } American Colonies than Ports of the Channel, - }	Haynes, - - 52 to 54
— are not adapted for a Station of Communication with } North American Colonies, - - - - - }	Bowles, - - 59.
— Vessels from North American Colonies do not make } for, - - - - - }	Bowles, - - 60.
— and Falmouth, Longitude between, is Five Degrees } Five Minutes, - - - - - }	Cubitt, - - 18.
— to New York, Passage may be made in Twenty-three } Days, - - - - - }	Evans, - - 80.
— and Falmouth. Advantages and Disadvantages of, -	Otway, - - 26.
— Winds at, Three Fourths of the Year, are West and } South-west, - - - - - }	Cubitt, - - 18.
— general State of Winds in, - - - - -	Plumridge, - - 62.
WESTPORT HARBOUR, Chart of, - - - - -	Evans, - - 85.
WILLIAMS, Mr. CHARLES WYE, Evidence of, - - - - -	- - - - 69 to 77.

Y.

YORK, Admiral Sir JOSEPH, delayed at Cork several Weeks by } contrary Winds in 1811, - - - - - }	D. of Wellington, 12. 13.
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